

C. Transportation and Pedestrian Improvements

Pedestrian Improvements

Goal:

- Enhance the vision of the urban village as a place where it is pleasant to walk and use alternative transportation, where streetscapes are lively, friendly places, and where roadways are seen as public access for walkers, bikers, and buses as well as cars.

Policies:

1. Remove barriers to and create enhancements to pedestrian safety along key pedestrian streets within the urban village.
2. Seek improvements such as crosswalks, pedestrian activated crossing signals, signage, curb bulbs or other devices that will improve pedestrian safety along Beacon Avenue that support increased access to shopping and transit.
3. Provide for improved pedestrian access and safety to a new North Beacon Hill Library through the location and design of the new library and surrounding streets and walkways.

Key Recommendations:

Calming Traffic for Pedestrians:

1. Install a pedestrian signal and crosswalk at S. Lander St. and Beacon Ave S.
2. Install a “ladder-type configuration” crosswalk marking at S. McClellan St. and 15th Ave S
3. Repaint all existing crosswalks with the “ladder-type” configuration at:
 - 14th Ave S. and Beacon Ave S.
 - 15th Ave S. and Beacon Ave S.
 - S. McClellan St. and Beacon Ave S.
 - S. Forest St. and Beacon Ave S.
 - S. Hanford St. and Beacon Ave S.
 - S. Spokane St. and Beacon Ave S.
 - 17th Ave. S. and S. McClellan St.
4. Install Curb Bulbs at intersections to reduce pedestrian walking distance at the following locations:
 - At all locations specified in the previous paragraph, plus these additional intersections:
 - S. Stevens St. and Beacon Ave S.
 - S. Horton St. and Beacon Ave S.

- S. Hinds St. and Beacon Ave S.
5. Install appropriate pedestrian enhancements at the new proposed Beacon Hill Library (location to be determined).
 6. Provide sidewalks on both sides of every street within the Urban Village area where there are currently none.

Transit Service

Goal:

- As the population of the area increases and the urban village improvements attract more people to the area, transit service should increase. Service to the Urban Village should be improved.

Policies:

1. Recognize the current high levels of transit ridership on North Beacon Hill and support improvements to transit systems to encourage continued transit ridership and less reliance on the automobile.
2. Work with Metro Transit and Sound Transit to improve transit connections between other neighborhoods, future modes and routes of transit, and scheduling of transit to create a seamless transportation network for the neighborhood.
3. As part of the planning for future transit improvements, recognize that Metro Transit-King County will be doing the following items in the near future:
 - On Rt. 36, extending the **existing** trolley wires that currently end at Dawson St. to Myrtle St. in the next two years, with service commencing in February 2000. This improvement will spread overcrowding passengers on existing Rainier Beach diesel trips to Myrtle St. trolley trips, and will be a big help for the neighborhood.
 - On Rt 60, weekday daytime route extension to South Park and White Center in February 1999. Night and weekend extensions to follow later.
 - Also on Rt. 60, limited weekday night service added in February 1999 primarily to serve Seattle Central Community College night classes.
 - A new enhanced Transit Transfer Station will be built at Beacon and Lander/McClellan Streets in spring 1999 (Joint project with SEATRAN).

Key Recommendations:

Metro transit service to the Urban Village area proper should be improved in the following ways: In community priority order:

1. Rt. 36 nights and weekends: Look at switching from standard (40 foot) to Articulated Bus (60 foot) buses as a short term solution. Increase frequencies to the following, once LINK (Sound Transit's Light Rail System) is operational (2005), assuming no Beacon Hill Station:

- Nights: Every 15 minutes
 - Weekend daytime: Every 12 minutes.
2. Extend Rt. 38 to serve the SOD0 (south of downtown) neighborhood, to provide work and shopping access for Urban Village patrons and provide some inter-SOD0 circulation. This route extension will be jointly discussed and planned with the Greater Duwamish Industrial planning effort.
 3. Rt. 36 Local weekday: Add additional peak trips as appropriate to alleviate overcrowding including midday and reverse peak periods. Ensure a consistent 10-minute headway between Beacon/Myrtle and Downtown, and a 20-minute headway between Rainier Beach and Beacon/Myrtle. Improvements could include:
 - AM Peak: Ensure a **7.5-minute** headway between Beacon/Myrtle and Downtown.
 - PM Peak: Ensure a **20-minute** headway on the diesel Rainier Beach trips.
 4. Provide Rt. 60 nighttime service until 12 PM (or later) every night and examine the use of smaller vehicles if possible for night operations.
 5. Reroute Rt. 36 express to serve the Urban Village, so that this route would serve as a backup to the local route, and not duplicate service on Columbian Way. Add 1 PM trip to serve the 3:30 PM work shifts.
 6. Insure that two routes with a high level of service connect the urban village to a Rainier Valley rail stations. (Rt. 36 at Holly Park Station and Rt. 38 at McClellan St. Station)

Transit Facilities: Metro Transit-King County Transit does not have a high visibility on Beacon Hill in the form of facilities. Also, there is a severe litter problem at bus zones.

Metro Transit Facilities should be improved in the following ways:

1. Install in-lane bus stops on Beacon Ave S. 14th Ave S., 15th Ave S. and S. Columbian Way for # 36 and # 60 routes as part of Beacon Ave. improvements.
2. Install additional bus shelters along the Rt. 36 route inbound.
3. Combine the existing Rt. 36 (at Beacon and McClellan) and Rt. 60 (at 16th and McClellan) stops to a new **combined** Beacon and Lander stop once the pedestrian signal is installed there as part of a **transit** transfer station on Beacon Ave.
4. Relocate the existing S. Hind\ St. bus stop further north for better spacing between the S. Spokane St. and S. Hanford St. bus zones. The S. Spokane St. stop would remain 31 its present location.
5. Move the existing S. Horton St. far side bus stop to near side S. Hinds St. (in front of Holland Dutch). to allow better usage for those living near Spokane St., and better bus stop spacing.
6. Work with governmental agencies and the Beacon Hill Chamber and Adopt-A-Street volunteers to resolve the litter problem at bus shelters.

Sound Transit LINK (Light Rail) Station

Goal:

- Work with Sound Transit to provide future access to the LINK Light Rail system through the establishment of a **fully** developed neighborhood station at Beacon Ave. and S. Lander St. or through improved transit linkages to future stations.

Note: The Sound Transit staff recommendation for the proposed light rail station for Beacon Hill, and opportunities for involvement in the City of Seattle's station area planning for a Beacon Hill station came late in the neighborhood planning process and have not been fully realized in this plan document.

Discussion:

At this time, Sound Transit is studying a possible underground light rail station on Beacon Hill as part of the LINK Draft Environmental Impact Statement **Process**. This evaluation will be done in February 1999. The station is part of the Lander St. tunnel alignment, and would pass directly underneath the Urban Village business core area. In addition, Sound Transit is studying another Beacon Hill Tunnel alignment roughly below the Massachusetts Street right-of-way. If chosen, no station is recommended in this area due to the predominately residential nature of the area.

Recommendations for Sound Transit:

1. The plan supports a full build-out Beacon Hill station at S. Lander and Beacon Ave. in the first phase of Sound Transit light rail system, if the Lander St. Tunnel alignment is chosen as the preferred alternative.
2. The development of a Beacon Hill light rail station shall consider neighborhood concerns for safety, construction and post construction impacts, parking, litter control, aesthetics, noise and air pollution and effects on property values.
3. If Sound Transit does decide to build the Lander tunnel alignment without an underground station in the first phase, then recommend the following increased transit service for routes # 36 and # 38. Coordinate future transit service with LINK light rail service and schedules.
4. The City should support the Rainier Valley community's desire for a tunnel option for the light rail alignment but not at the **expense** of a Beacon Hill station.

Recommendations to Metro Transit: If Lander Tunnel alignment is used, and no station.

1. Rt 36 frequency improvements:

- Peak: every 5 minutes
- Weekday midday: every 7.5 minutes
- Saturday Daytime: every 10 minutes
- Sunday Daytime: every 12 minutes
- Nights: Early - every 12 minutes; Mid - every 15 minutes, late - every 30 minutes.

2. Rt 38 frequency Improvements:

- Daytime: every 10 minutes.
- Night: every 15 minutes.

3. Consider additional service for # 36 and # 70 routes to connect to the University District to better serve student and University employees on Beacon Hill.

Neighborhood Traffic Calming and Safety

Goal:

- Create a residential urban village in which neighborhood traffic functions efficiently and safely and provide traffic calming devices at strategic locations that improve pedestrian safety. Traffic calming improvements should also discourage through traffic “short cutting” through neighborhood to avoid arterial bottlenecks.

Policies:

1. Recognize the existing residential character of many streets within the urban village and support mechanisms to protect these streets from increased traffic.
2. Work with SEATRAN to implement neighborhood traffic calming control devices and strategies to protect local residential streets from through traffic, short-cutting, high volumes, high speed traffic as growth occurs within the urban village.
3. Recognize the unique topographic and locational situation of North Beacon Hill to major arterials, freeway access points, and new sports stadiums destinations and how this effects traffic in the neighborhood. Seek ways to mitigate these impacts on residential street systems.
4. Recognize the unique conditions along Beacon Avenue as it cuts diagonally across the regular north/south and east/west street grid and creates irregular intersections and difficulties for pedestrian crossings.

Key Recommendations to SEATRAN:

1. Install a free right **arrow** at Beacon Ave S. and 15th Avenue S. (From Beacon Ave S. Southbound to 15th Ave S. Southbound). similar to the northbound to northbound movement. This would allow autos to make a free right turn on the 15th Ave S. northbound movement cycle. and hopefully dissuade people from using 14th Avenue S. as a shortcut.
2. Install additional traffic circles or other traffic calming devices on 14th Ave S. at S. Stevens St., S. McClellan St., and S. Lander St. mid-block on 14th Ave S.
3. Convert 14th Ave. S. between S. Bayview St. and Beacon Ave. S. (a short one block segment) into a one-way northbound street with a chicane at the 14th Ave. S. and Beacon Ave. S. intersection (SW corner) to address speeding and cut through problems.
3. Establish a residential parking zone (RPZ) around the PAC-MED campus as part of redevelopment of the campus as an office complex to mitigate impacts to adjacent residential areas.

5. Install traffic circles at 17th Ave S. and S. Stevens St., Lafayette Ave S. and S. Horton St., and Lafayette Ave S. and S. Hinds St., and 16th Ave S. and S. Hinds St.
6. Install traffic circles at 18th Ave S and S. Stevens St., 18th Ave S. and S. Hanford St., 18th Ave S. and S. Horton St., and 18th Ave S. and S. Hinds St.
7. To improve the safety of the 17th Ave S./S. Forest St./Beacon Ave S. intersection:
 - Make 17th Avenue S. between S. Forest St. and S. Stevens St. one-way southbound.
 - Make 17th Avenue S. between S. Forest St. and S. McClellan St. one-way northbound.

Arterial improvements in the Urban Village area proper:

Goal:

- Beacon Avenue Boulevard should link the neighborhood together throughout the entire neighborhood planning area and should support the urban design and transportation goals for the urban village.

Discussion: Beacon Avenue S. Corridor. This avenue is the main north-south arterial along the top of Beacon Hill and serves 10 connect most activity centers. It is wide enough for two lanes in each direction, yet traffic volumes rarely warrant more than one lane. Speeding is a problem throughout Beacon Avenue. South of Spokane St., Beacon is a divided Olmsted Boulevard, but north of there is a ordinary community thoroughfare. The city has obtained funding 10 improve the median between S. Spokane and Cheasty Blvd. S.

Policies:

1. Beacon Avenue Boulevard should provide enhanced streetscapes as well as pedestrian and bicycle improvements, and should contribute to an improved image of the business district.
2. Recognize Beacon Avenue as a “Key Pedestrian Street” and encourage improvements at enhance its functional use and physical appearance.
3. Work with the North Beacon Hill Chamber of Commerce, property owners, businesses, SEATRANS, Metro Transit and Sound Transit to improve the quality and appearance of Beacon Avenue.

Key Recommendations:

Upgrade Beacon Avenue S. with the following improvements:

1. Between S. Spokane St. and Cheasty Blvd. S. through Jefferson Park: Median reconstruction will take place in the spring of 1999. Construction will be complete by late 1999.
2. Between S. Spokane St. and 14th Avenue S, reconfigure into three-lane configuration (one travel lane in each direction, and center turn lane); bicycle signed street and on-street parking in both sides of street. Provide curb cuts for parking, repair broken curbs or unnecessary curb cuts, and get rid of parking over curb that is common on Beacon Hill streets. Also provide additional street lighting, and street trees as appropriate. This lane reconfiguration would continue the same proposed traffic pattern as in the median redesign within Jefferson Park.
 - The first phase would implement all neighborhood-calming recommendations mentioned in Strategy 3.
 - The second phase would have SEATRAN perform a traffic modeling study.
 - Later phases would implement the plan.
 - Further studies will determine if a landscaped median is appropriate or not.
3. In the heart of the Urban Village (S. Forest St. to 14th Ave S.), coordinate street design with Urban Village design.
 - *Rationale: The "Less is More Solution": The three lane solution.*
A 3-lane configuration for Beacon Avenue is recommended to best benefit travelers. There would be one unimpeded through lane in each direction with a center turn lane between. Improvements to Beacon Ave. between Spokane and 14th Ave. will not take place until after the development of the new median segment through Jefferson Park is completed and operating for a while under the 3-lane configuration to test results.

Advantages are:

- *Pedestrians can cross one lane at a time by waiting in the center lane. Median refuges, wider sidewalks and crosswalks can be added to help.*
- *Parking lanes (on both sides of the street) would not impede through traffic. The 3-lane configuration would have more capacity than a 4-lane configuration, which allows left turns from the inside travel lane and parking that sometimes, impede smooth traffic movement.*
- *Left turn pockets at major intersections.*
- *Center turn lane for left turns and for going around obstacles between intersections.*
- *Room for additional turn signals at major intersections.*
- *The lanes appear narrower so drivers normally slow down.*
- *More room for bicycle lanes.*
- *Continues the proposed travel lane travel pattern further north.*

14th Avenue S. between Beacon Ave S. and S. Massachusetts St.

Continue the Beacon Avenue “Boulevard treatment” with street trees, improved street lighting, curb extensions, and channelization to define one vehicular lane and one bicycle lane in each direction.

McClellan St. between 15th Ave S. and 17th Ave S.

1. Provide a left turn pocket for eastbound and westbound S. McClellan St. at the Beacon Ave S. intersection for those turning onto Beacon Ave S
2. Widen McClellan St. in the vicinity of the Red Apple service driveway to allow trucks, to maneuver better.
3. Study traffic signal timing at Beacon Ave. and McClellan St.

D. Open Space and Urban Design

Goals:

- To provide open space amenities and design guidelines for future development within the Residential Urban Village that benefits the neighborhood and contributes to a livable environment.
- To create a “sense of place” within the Urban Village through open space and urban design elements for residence and to improve the overall business district image and identity.

Discussion: Within the North Beacon Hill Residential Urban Village there is a need for additional open space amenities that meet the criteria set forth in the City’s Comprehensive Plan. While a portion of the urban village is served by facilities such as the Beacon Playground, areas close to the core of the village would benefit from additional open space. Two types of open space amenities will contribute to an improved mixed-use retail core within the urban village. These are Civic Spaces and *Vital Streets*.

Civic Spaces

Public open spaces or *Civic Spaces* such as courtyards, plazas, small pocket parks and community gardens will provide the urban village areas with areas for informal gathering, civic functions, ceremonial activities, passive recreation and contemplation. These may be built as part of private commercial or residential developments or part of public open space acquisitions through open space and park bonds. Other opportunities for open space could be part of public capital facilities such as the library, a new post office, transit facilities or partnerships with private or non-profit development within the urban village.

Vital Streets

Vital Streets refers to areas along the public right-of-way including the vehicular street, sidewalks and the buildings fronting onto the street. They include the streetscape elements such as street trees, planting strips, lighting, benches, signage, weather protection and building design. Key to the creation of a active and livable urban village is an active, pedestrian-oriented streetscape. Key streets such as Beacon Avenue within the Beacon Hill Urban Village business core should provide a distinctive, attractive and safe pedestrian environment for the neighborhood.

Existing and future commercial and mixed use buildings fronting onto these key pedestrian streets should reinforce the “street edge” definition of the streetscape by fronting directly onto the sidewalk and by providing weather protection and have highly visible commercial facades. Signage should be pedestrian oriented and scaled. Beacon Avenue should have a distinctive character and a unique neighborhood image that supports existing and future business activity and provide an “outdoor living room” for residents living adjacent to it.

Policies:

1. Seek to create additional public open space amenities within the urban village through future public acquisition and private development.
2. Recognize that public streets are part of the open space network within the urban village and strive to improve the physical character and quality of the key pedestrian streets.
3. Consider the development of pedestrian and bicycle trails through publicly owned greenbelts throughout North Beacon Hill.
4. Develop through public and public/private partnerships at key locations within the commercial core along Beacon Avenue, small civic open spaces, gateways, landscaped features and pedestrian streetscape amenities.

Keg Recommendations:

Civic Spaces

1. Support the development of a new 10,000 square foot library within the urban village and work with the Seattle Library system to provide public open space on the site of the new library such as entry plazas or outdoor reading areas.
2. Seek open space mitigation as **part** of any future Sound Transit LINK light rail alignment under Beacon Hill and any **station** development **within** the urban village.
3. Support future bond issues for open space **acquisition** of sites that support the urban village and the larger neighborhood **planning area**.
4. Maintain and upgrade existing parks, playgrounds, and greenbelt open spaces.

Vital Streets

1. Develop a Beacon Avenue Boulevard **streetscape** standards that includes sidewalk widening at key pedestrian crosswalks. **special** street lighting, hanging seasonal flower baskets, banners, unified **street furniture** such as pedestrian benches, trash containers, newspaper **vending machines/stands** and message kiosks.
2. Fill in the "gaps" of missing **street trees** along key pedestrian streets within the urban village.
3. Develop design guidelines for future commercial and mixed-use buildings that include standards for **signage**, **street level** retail, facade transparency and modulation, **w**eather protection, **p**arking access, and materials that are specific to the Beacon Hill neighborhood.
4. Create "gateway entrances" to the urban village at key locations such as Beacon Ave. and S. Stevens Street and Beacon and 14th and 15th Avenues through the inclusion of public art works, **special** banners or signage, improved landscaping and special paving materials on street and sidewalks.



Potential Open Space and Urban Design Improvements

North Beacon Hill Urban Village Plan

North Beacon Hill Planning Association • Urban Village Planning Committee
 Consultants: Dennis Tate Associates • Murase Associates



E. Additional Community Recommendations

Following the community-wide Validation Event held on December 5, 1998, the planning committee held two final meetings to incorporate validation event comments and additional recommendations into the plan. An additional community recommendation section was added to the plan and some recommendations were altered, removed, or added in response to the validation event feedback. The following are the additional recommendations proposed and voted on by the North Beacon Hill Planning Association at their final meeting on January 9, 1999:

Housing Preservation and Affordability

1. Many comments were received at the December 5th Validation Event supporting preservation and creation of affordable housing. Our vision statement for the Urban Village planning supports and emphasizes this goal. We recommend the city support actions that move toward this goal.

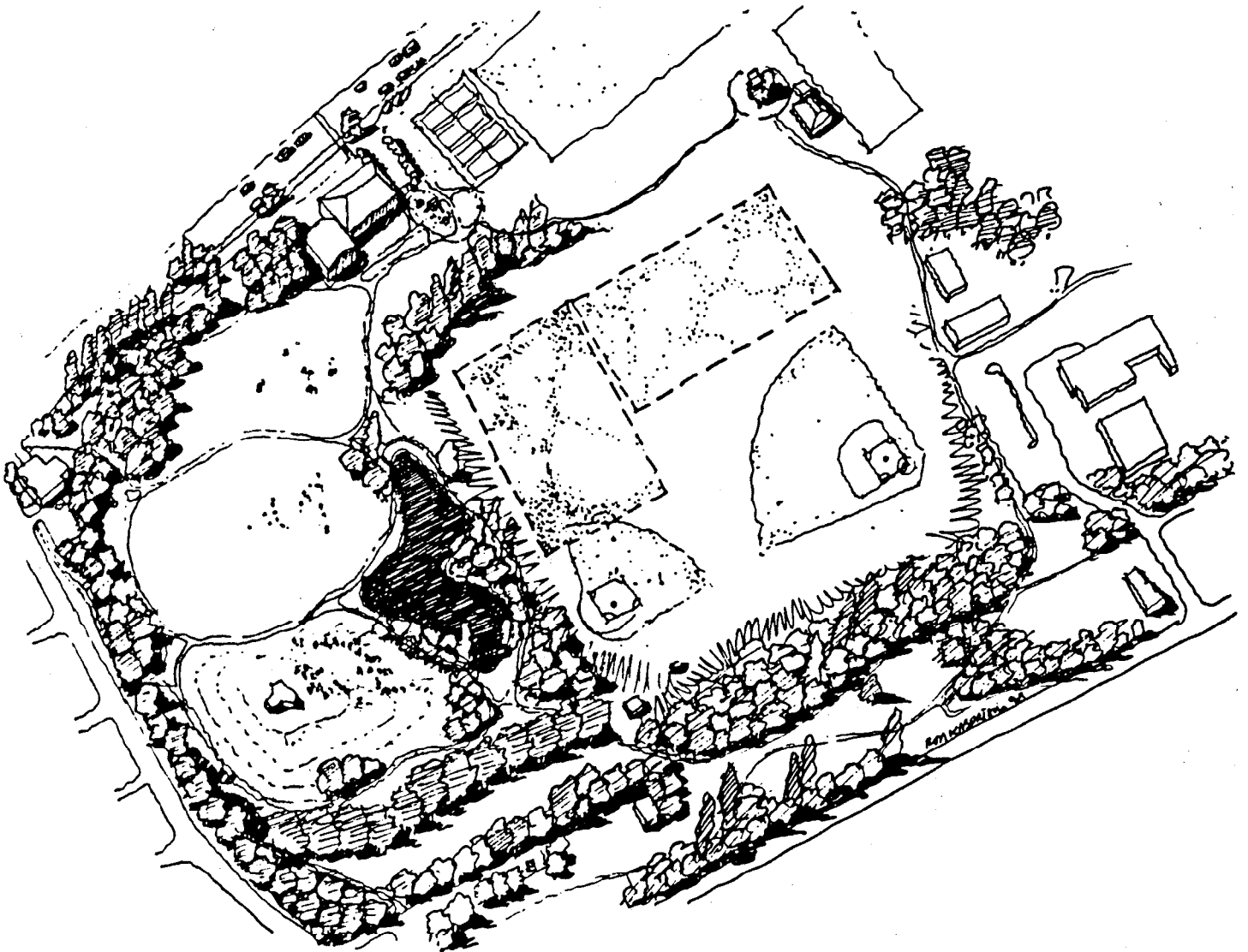
Community Facilities

2. Many comments were received at the December 5th Validation Event supporting the development and operation of a culturally diverse performing arts center on Beacon Hill. We recommend the city support action to achieve this goal.

Library Siting

3. Respect the comments and in the future make an effort to keep community informed and include everyone (including youth) in the process. Take the history of the El Centro site into consideration. Have a public notice of all meetings for the library siting
4. Don't make a recommendation for a site to the library board and just send the comments forward and let the community and library board make the final site decision.

Jefferson Park Concept Plan



V. Jefferson Park Concept Plan

Introduction

The purpose of the Jefferson Park Concept Plan is to document the recommendations of the Beacon Hill community, current and historical, for changes to the configuration and use of Jefferson Park, the sixth largest park in the City. Jefferson Park is situated at the heart of the central south end of the city residential core, on Beacon Hill. As such, it is a significant regional resource for south end neighborhoods and is the central natural feature of our community of around 50,000 residents. Our plan seeks to address unmet usable open space needs for Beacon Hill and South end residents. It also strives to create a real park from 170 acres of prime view park land, which currently is poorly and inefficiently configured, operated and maintained. Finally it seeks to restore the intent of the Olmsted legacy to this significant regional park resource.

The amazing history of Jefferson Park has drawn committee members deep into the discussion of planning for our park in an way we never anticipated when we began this process. Visits to the City archives multiplied as we **unearthed** the wealth of stories and discoveries to be known in this park. We found in the archive stories of vision and sadly abandoned vision, records of a wide variety of past park uses. We are compelled to record, revisit, and restore some of these past uses.

From the City's homeless to the City's privileged, from Beacon Hill families and children, to the youthful heroes of WWII, many people have touched, used, and changed Jefferson Park over the years. The Olmsted Brother³ Landscape firm created an inspired legacy for Jefferson Park which needs revisiting.

Our committee, armed with our history and research, now knowledgeably presents, with this plan, the new vision and recommended **implementation** strategies for Jefferson Park. As we make our recommendations, we are already engaged in the first steps of implementing our plan. We have momentum, coming out of the planning process, to set the wheels in motion on the **numerous opportunities** for immediate change in the park to benefit the Beacon Hill community:

- We are pledged to advocate for the park and have formed the Jefferson Park Alliance to ensure that plan recommendations come to fruition and that all City investments in the park forward the recommendations of the plan.
- We are working with the Seattle Public Utilities to acquire the old water quality building for a community an center. Toward that end the Beacon Hill Culture Club, our community an council is holding regular meetings.
- The Beacon Hill Culture Club is actively creating recommendations for the design of new fencing around the 18-hole golf course, with an immediate focus on the west side of the course; a fence change associated with the Beacon Ave. Median project.

- Planning committee members are working with Seattle Public Utilities to determine where and how the fencing around the reservoirs will be moved to accommodate open space and walking paths.
- Committee members advocated for pedestrian and community friendly changes in the design of the Crew Maintenance Facility enclosure project.
- We are documenting and publishing the history of the park and educating the community on the our significant historical relationship to the park.

Our Source of Recommendations: Planning on Beacon Hill

Our recommendations in this plan come from four sources:

1. The 1994 North Beacon Hill Action Plan:
2. Historical documentation from 1910- 1991 of community interests in the park, copied from the Sherwood Files. in the City archives;
3. The results of three community check-ins held in 1997 and 1998 which were attended by approximately 1000 people in total:
4. 1997-1999 research, deliberations, and formal decision making of the 40 member Jefferson Park Planning Committee.
5. The Final Validation Event of December 5th, 1998.

The Jefferson Park Planning Committee is one of two arms of the North Beacon Hill Planning Association. The other half of our association is dedicated to the completion of the Urban Village recommendations. Jefferson Park and the Urban Village are identified as the two key issue areas for additional planning by the 1994 North Beacon Action Plan. our first and most comprehensive neighborhood plan for Beacon Hill. Therefore, the purpose of this second planning period for Beacon Hill, from 1997-1999, is to complete the additional planning detail recommended for these key issue areas.

Suitably, the first sources of our recommendations are the 1991- 1994 planning period for Beacon Hill and the 1991 North Beacon Hill Action Plan. This plan has significant recommendations for addressing the problems of Jefferson Park. Completion of a Master Plan for Jefferson Park is one of the two key recommendations of the 1994 North Beacon Hill Action Plan

Charrettes done as a part of that plan produced preliminary design ideas that are remarkably consistent with the final design recommendations of the Jefferson Park Planning Committee and the community preferred design option. It is satisfying to note the continuity in the vision put forth by the large numbers of community members involved in the process over the years.

The second source on our recommendations is the body of historical records in the Sherwood file of the City of Seattle archives. We have duplicated approximately 300 pages of materials from these files, read them all, sorted and collected them around key issues and areas of the park, and finally created a full display collection and written

history of the park. We do educational outreach with the community using these materials. We have included a chapter on the history of Jefferson Park in the full plan.

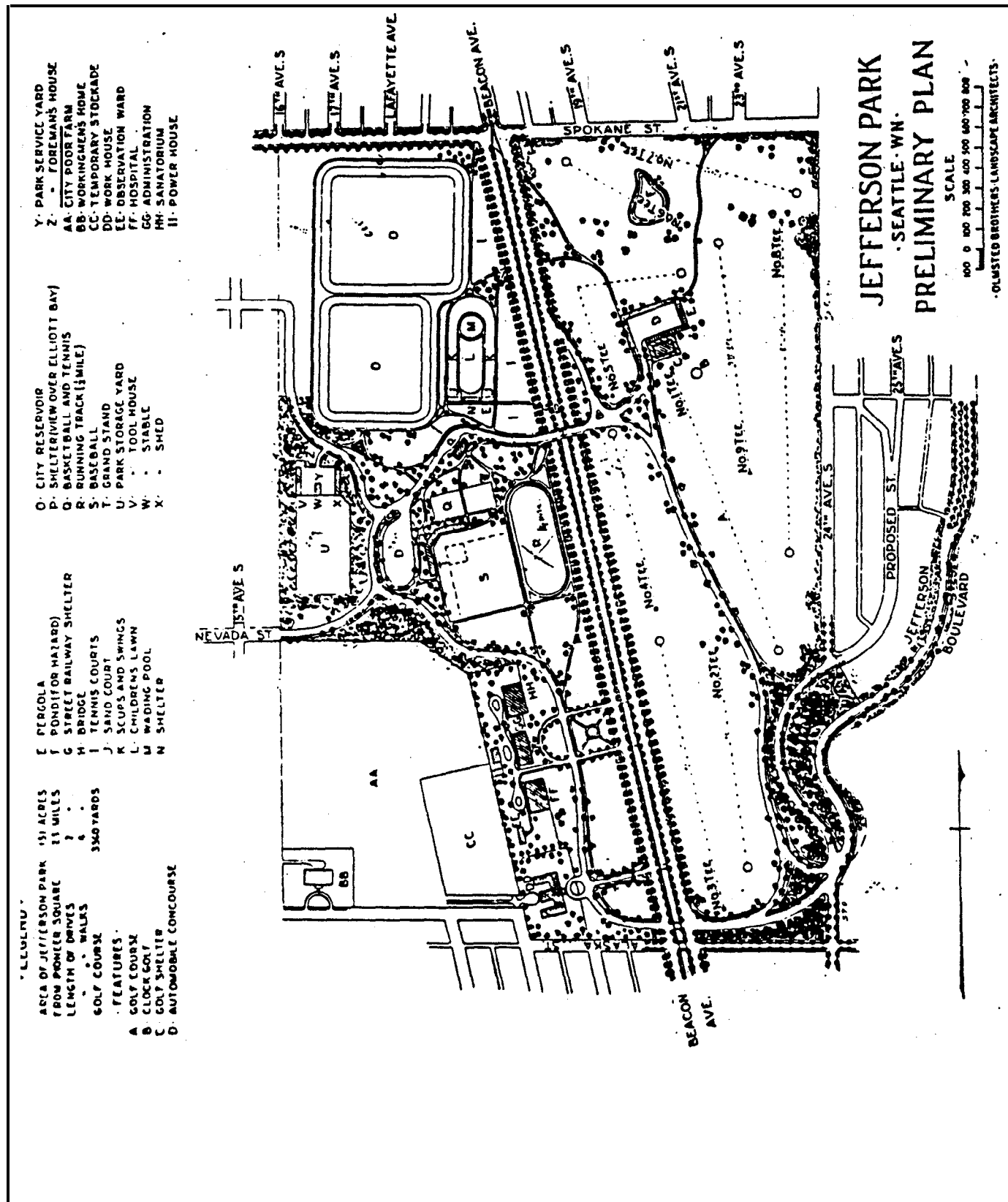
The history shows us a number of things, but in summary:

1. The Olmsted Brothers Landscape Co. created the first design for the park. It was their intention that the park serve a variety of community uses and they envisioned components that would contribute to the social fabric of the community by offering space for gathering and sharing culture.
2. Beacon Hill residents have advocated for improvements to serve community needs since 1910. Emphases have included ballfields, transportation access, community center construction, recreation facilities including the addition of a gymnasium, improved maintenance, and the addition of Asa Mercer Middle School.
3. The park was impacted significantly by changes associated with WWII and Federal use of the land. The federal government provided little compensation to the City for changes made by the War Department. What compensation was made, was not reinvested in the park by the City on behalf of the local community.
4. Historical use of the park by minority residents was opposed, and successfully reduced. These changes came about through the advocacy of white community residents during the period of national anti-Asian sentiment prior to WWII. Records of anti-Asian sentiment in the Sherwood files begin in 1937 and are recorded through 1941. There is no clear record indicating why the City instituted the racially motivated changes to the park, almost exactly as proposed by white community residents on the hill.

The motivations of the residents who made these recommendations are laid out clearly in phrasing typical of that period of time in our American history. These letters and documents are referenced in the history section of the full plan¹ and some are also included in the appendix of this document. The results of these changes and policies continue to negatively impact the viability and aesthetic of the park. These losses will not be reversed until they are acknowledged and intentionally changed.

Recommendations to fund restoration of the Japanese Picnic grounds; reduce and change the severity of security fencing placement, frequency, and design; renew the natural park environment including access to views; and ensure that the Beacon Hill community can gather and celebrate freely in natural settings at Jefferson Park, will play an important role in reversing the impacts of unjust historical changes to the park.

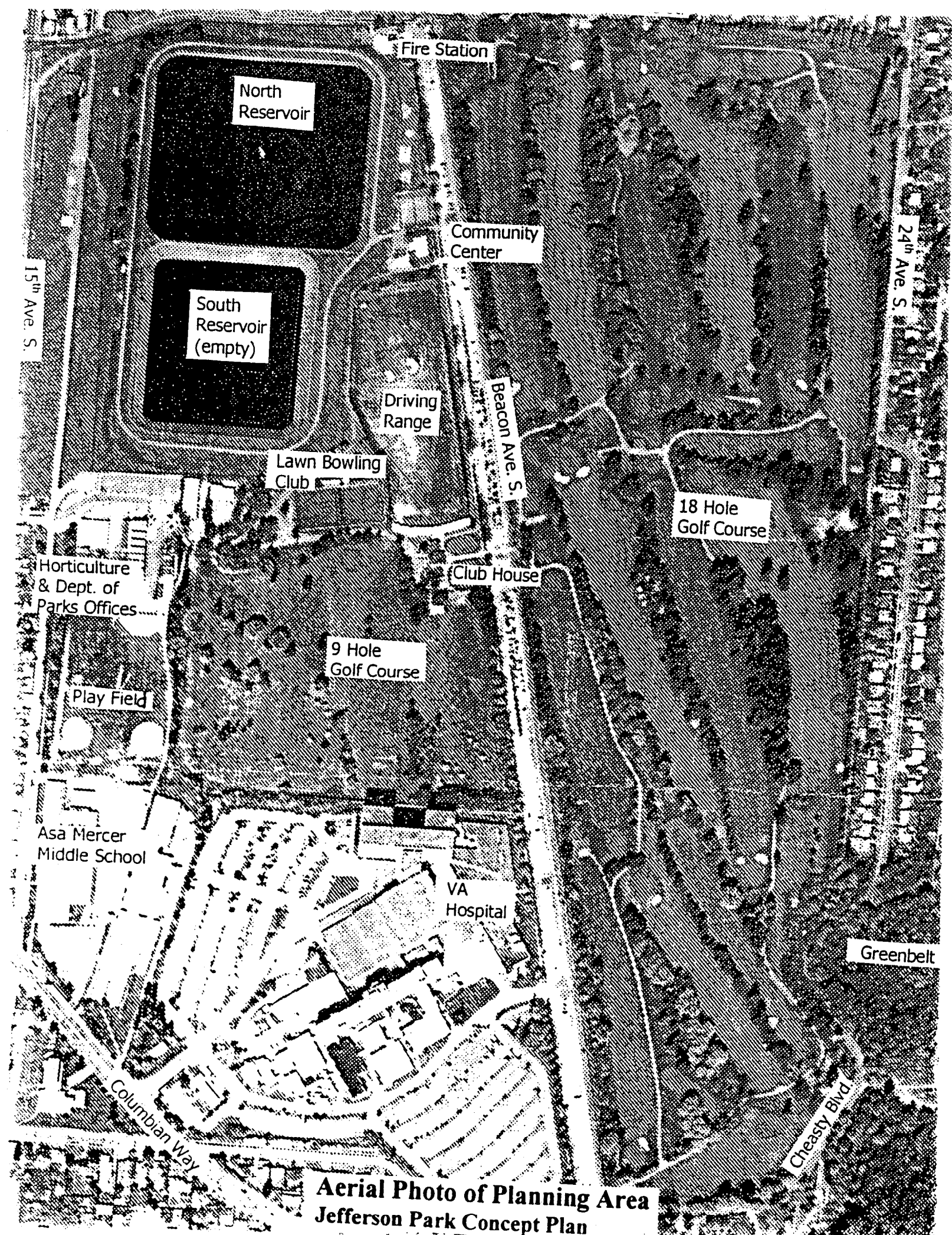
¹ The Jefferson Park Concept Plan does not include the lengthy sections on the history of the park and additional research on the park. It is the intention of the Jefferson Park Alliance to publish a second full plan with these additional sections. For purposes of the North Beacon Hill Planning Association, 1999 neighborhood plan, this concept plan is adequate and contains all official recommendations of the planning period.



Original Oimsted Brothers Plan for Jefferson Park

Jefferson Park Concept Plan

North Beacon Hill Planning Association • Jefferson Park Planning Committee
Consultants: Murase Associates • Dennis Tate Associates



Aerial Photo of Planning Area
Jefferson Park Concept Plan